



"PICKING UP"—37 Boy Scouts in action.



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 5

May, 1969

1969 REGISTRATION OVERDUE PILOT REGISTRATION

Pilot Registration commences in January of each year and the final deadline is April 1. State regulations for pilot registration state that all pilots operating aircraft in Montana register their FAA airmen certificate annually, on or before April 1, with the office of the Montana Aeronautics Commission. Registration will be on an approved form provided for this purpose. The registration fee is \$1.00.

Pilots who are registering for the first time will receive a copy of the Airport Directory and Aeronautical Chart.

The registration monies collected are deposited in the Air Search and Rescue fund and used to defray fuel and oil costs during searches.

AIRCRAFT REGISTRATION

Aircraft Registration commences in January of each year and the final deadline is February 15. State regulations for aircraft registration state that all aircraft based in Montana must register with the Montana Aeronautics Commission. Registration will be completed in duplicate on the approved form. The original submitted to the Commission with the registration fee of \$1.00. The applicant retains the duplicate registration form for his files.

Upon registration the applicant will receive a decal and certified copy of the application form. The decal must be placed on the plane in compliance with the regulation.

BOY SCOUTS CLEAR CANYON FERRY STRIP AND FLY-OUT

The spring clean-up of the Canyon Ferry airstrip was accomplished on April 19th by thirty-seven enthusiastic Boy Scouts from Troop 103, Helena. Through the planning, coordination and participation of Scoutmaster Don A. Crabbe and MAC's James Monger, the scouts weekend combined a Scout Camp Out — Airport Pick-up and Fly-Out.

Commencing with the obtaining of parental permission release forms in order that the boys could receive an airplane ride after their clean-up project — arrangements were made for ground transportation for the scouts and equipment to the airstrip and air transportation for return to Helena.

April 19, AM.—The group departed from Helena at 9:00 a.m.—arriving at Canyon Ferry they "made camp"—participated in scouting activities—had lunch followed by a free period.

PM. — Jim Monger briefed the scouts on the size of rocks to be removed and by using a chart drawing explained that large, mainly submerged rocks were not to be removed. He noted that holes could not be left in the runway which could cause damage to aircraft.

The boys were separated into two teams — one team commencing at each end of the runway and working towards the center. The pick-up work was accomplished with extra attention given to the areas near the end markers.

To the delight of the scouts a National Guard helicopters arrived from Helena giving them an opportunity to look over the helicopter at close range and ask the pilots numerous questions on their operation.

Saturday evening the scouts enjoyed beachcombing and held a scout project on astronomy.

Unfortunately, strong winds came up during the night but they were not hazardous and the aircraft arrived for the flight home. The planes were piloted by MAC personnel, Jack Wilson, Chief of Safety and Education and Duane Jackson, Supervisor of Aviation Education. A portable Unicom was set up in a station wagon and the scouts were able to witness how a two-way radio is operated as the arriving planes were contacted.



Duane Jackson presented a brief pre-flight explanation before the fly-out of the Scouts.

(Continued on Page 7)

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of the
MONTANA AERONAUTICS
COMMISSION
City/County Airport
Box 1698
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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Application to mail at second-class postage rate is pending at Helena, Montana 59601.

Subscription \$.50 per year.

In Memoriam

JESS SISSON
1901 - 1969

We extend our deepest sympathy to the family and friends of Jess Sisson. Mr. Sisson was airport manager of the Poplar Airport and provided many years of courtesy and service to the pilots of Montana.



MARCH, 1969

	Total Operations	Instrument Operations
Billings	11,001	2,301
Missoula	10,237	542
Great Falls	9,959	2,016
Helena	4,800	732

Director's Column



AIRWAY BEACONS TO BE RETAINED

The Montana Aeronautics Commission at its regular February meeting in Helena, called for an official review of the use being made of all state owned and operated airway beacon lights for the purpose of justifying their continued retention as a flying aid to Montana pilots under VFR or marginal VFR flying conditions throughout the mountainous areas of the state.

Justification for continuance was to be based on the need for the airway beacon light, especially under marginal night VFR flying conditions in the mountain areas. The FAA continues to operate eight airway beacons situated mainly in critical mountain passes, bracketing four of our major air carrier airports.

Two of these are located in the Bozeman Pass, east of Bozeman; one on each side of Butte in Homestake Pass and at Silver Bow; one on each side of Helena, namely at Montana City and on McDonald Pass; and one on each side of Missoula, on University Mountain and Sherman Gulch.

Since January of 1965, the Montana Aeronautics Commission has operated twelve such airway beacon lights in strategic mountain locations covering generally the airway distance from Great Falls to the Montana-Idaho border south of Dell, and from Mullen Pass west of Missoula, to the Bozeman Pass east of Bozeman.

Under date of March 7, 1969, a questionnaire was circularized to all registered pilots within the State of Montana.

Though the response by numbers has not been terrific to this questionnaire, the response in enthusiasm for the retention of the entire twelve units of the airway beacon system has been phenomenal.

The ratio is greater than 200 to 3 for retention of the beacon system. The three adverse comments were not strictly in favor of decommissioning, but rather that the airway beacon

system was not used by them and was of little or no particular value for VFR night operations.

Responses, though predominately from individuals, included association action incorporating the opinions of many within the one letter. Such was the case with the Malta Montana Pilots Association, the Montana State University Flying Club, the Dillon Montana Pilots Association, and the Montana Army National Guard Units. Typical of comments are the following: "During the FY 68 Montana Army National Guard aircraft flew approximately 4,000 VFR flight hours. Of this total it is estimated that over 750 hours were flown at night. Although our current night flight hours are not extremely high, we do rely on the beacons and consider them a need. With the anticipated growth of Army Aviation in Montana, the reliance upon these navigational aids will be increased also. We feel these airway beacons should be retained for current utilization and most assuredly for the future."

Other valuable comments: "The Malta Pilots Association which consists of pilots with local addresses, goes on record as being in favor of keeping all of the above beacons. We presently have a membership of 16".

One pilot writes, "A single life, a single search for downed aircraft, would seem to pose the question, 'Why remove?'"

One 4,000 hour pilot flying in excess of 200 hours per year writes, "I have been in the air in Montana as a private pilot since 1945, starting in the days of the Air Knocker and now in a modern fast retractable."

"Never have I seen such inexperienced characters batting around as you meet today, day or night. Mountains that we fly in western Montana and central Montana are not the best places for radio reception. The omni range does not tell you on a black night that there is a hill between you and the station, or how high it is."

"Maybe the old eyeball system would save a few lives at night if the eyeball had an old time beacon system to guide it."

"I set by when the FAA uprooted most of them. I thought we had seen the end of their use. Today I am not at all certain that this was the right thing to do. To the VFR pilot, and especially to the inexperienced VFR pilot, night time is a time to be on guard, especially in view of the 'any time' sales pitch."

"Remember, many of your VFR night pilots today are conducting exactly the same type of operation that the old timer did in the '30's and he is the pilot for which they originally installed the beacon system."



Beacon located at Kalispell City Field.

In view of the wide-spread individual interest and wide geographical interest in the retention of the beacons, the members of the Montana Aeronautics Commission unanimously approved at the April meeting, a resolution to retain the entire system of twelve under the present operating status for an indefinite period of time in the future.

May we take this opportunity to sincerely thank the interested pilots of Montana in answering this important questionnaire.

AOPA FOUNDATION SAFETY SEMINAR TO BE HELD IN HELENA

The AOPA Air Safety Foundation will conduct a "Pilot Safety Seminar" in Helena on June 25, 8:00 p.m. to 10:00 p.m. The Seminar will be held in the auditorium of the Jefferson School located two blocks west of the State Capitol Building on Broadway.

The Safety Seminars presented by AOPA Air Safety Foundation, without charge, have proven highly successful across the nation and we urge all area pilots to attend. A similar seminar will be held in Billings in September.

PILOTS NOTE:

The airport at Three Forks has available 80/87 Fuel and Taxi Service ON CALL. Phone 285-3510.



JUNE IS DESIGNATED DISCOVER FLYING MONTH

Discover Flying is the theme of the national promotion to increase awareness and use of general aviation. The objectives are: 1. To demonstrate general aviation's significant role in the nation's transportation and communications system. 2. To encourage more active participation in flying as a means of continuing the further development of this vital national resource.

The program marks the first time that all major manufacturers of general aviation equipment—airframes, engines, parts, accessories, plus fuel companies and makers of student and pilot materials have all gotten together in a concentrated, coordinated effort to reach more of the non-flying general public with the story of private flying.

The all-out effort of coordinated

advertising, publicity, factory, distributor and operator promotion is due to peak during the month of June. Designation of a Discover Flying month creates a rallying point for everyone in general aviation.

The Discover Flying steering committee, composed of the advertising and public relations functions of Beech, Piper and Cessna Aircraft Companies, has developed prototype promotional material for use by operators and dealers across the country. The material will be provided as guides for preparing the local material, however, the success of the program will not depend on everyone doing everything the same way. Each operator can "do your own thing" in the way you know will be most successful in your community.

Activities planned on the national level include network T.V., and editorial writeups on general aviation in major magazines and all forms of national advertising implementing the Discover Flying Month promotion.

Now is the time for all General Aviation Operators to coordinate with their local airport administration and plan their Discover Flying activities for June.



To be seen soon on airport ramps around the county—A quantity of these colorful single-engine 1969 Cessna Model 150's displaying the styling of the national "Discover Flying" campaign.

MONTANA CITIES ON RECOMMENDED NON-STOP ROUTES

Frontier Airlines has been recommended to operate new non-stop flights between Denver-Casper, Denver-Billings and Billings-Great Falls. Civil Aeronautics Board hearing examiner Merritt Ruhlen has found that operating restrictions which presently apply to Frontier's services be lifted between the cities. Frontier is hopeful that the recommended authority will become effective in early June.

HELENA HANGAR ELECTS

At a dinner meeting held at Jorgenson's Holiday Inn on April 17, the Helena Hangar of the MPA elected officers for the coming year. New officers are: Mark Radcliffe, president—Robert Walker, vice president, and Karl Sheldon, secretary-treasurer.

The meeting attended by 45 persons, was conducted by out-going President Jim Steffeck. Quinton Yuhas showed the film, "A Fire Called Jeremiah" which received very favorable comments from the group.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Sidney — The Sidney-Richland Airport Commission opened bids on April 9th for construction and improvements on the runway at the Sidney-Richland Airport. Don Rees, Commission Chairman, said the apparent low bidder was Clairmont Construction Company, Fargo, North Dakota with \$334,191.50 for the runway construction, and the apparent low bidder for the runway lighting was Triangle Electric of Williston, North Dakota, with \$24,843.15. The engineer's estimate was \$360,000. Eight firms submitted bids.

This local, State and Federal project is for construction of new apron and connecting taxiway; reconstruct, mark and medium intensity light NE/SW runway. The Montana Aeronautics Commission is loaning the Sidney-Richland Airport Commission \$100,000 and the Commission has been given a Federal grant of \$252,822. The Aeronautics Commission previously loaned Sidney \$100,000 for the purchase of additional property for the new runway.

Kalispell — At the request of the FAA, the Glacier Park International Airport Board has moved up the bid call date by five days. The construction call for extension of the present runway to 7,000 feet and other major improvements was opened at 8:00 p.m. on April 24th at the Administration Building on the airport. The low bidder was McAtee and Heathe of Spokane, with a low general contract bid of \$419,054.21.

Voters approved the \$470,000 bond issue last November to provide matching funds from Flathead County for the project.

Stanford — Application for a loan of \$5,700 for Stanford Airport was approved by the Aeronautics Commission on April 10th. This loan is to assist Stanford in the financing of a seal coat for the runway, taxiway and apron and to install a low intensity lighting system on Stanford Airport. The \$5,700 loan will be re-

payable over a ten year period at 4½%.

Missoula — Bids were opened in Missoula on April 17 for runway overlay and apron construction on Johnson-Bell Field, Missoula. The low bidder was M & S Construction Company, Missoula, with \$1,292,066.44, including all alternates. The engineer's estimate was \$1,372,672.75. The bids have not been accepted yet, subject to FAA monies available. This project consists of reconstruction of center 75' of runway 11/29; reconstruct portion of apron; overlay N/S taxiway; site preparation for runway 11/29 extension; site preparation for ILS; construct general aviation apron; and miscellaneous items.

The general obligation bond bid sale for \$485,000 worth of bonds will be held in Missoula on May 22nd.

Billings — The voters of Billings approved a two million dollar airport improvement revenue bond issue on April 7th with 9,700 votes for and 2,400 against. The Billings revenue bonds will be paid for wholly by the airlines and other operators and users of Logan Field facilities.

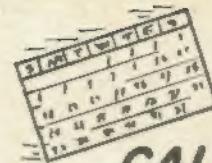
Helena RUNWAY IMPROVEMENT

Peter Kiewit & Sons, Billings were awarded the bid for the Helena airport improvement project for the amount of \$824,687.50. Midland Electric, Billings was lowest bidder for the electrical project at \$40,805.48. The construction will begin immediately after FAA concurrence on the bid.

Twenty-five plane-free days from 7:00 a.m. until 7:00 p.m. have been promised the contractor. These days will be taken for the main runway overlay and local commercial service will be cut to one flight each way by Northwest and Western during this period. The scheduling does call for a general aviation runway to be opened at all times except for a possible short period when the contractor will be paving through the intersection of the runways.

ILS

The Helena Airport Board has been notified that the Federal Aviation Administration will install an instrument landing system and approach lighting system at the Helena Airport. It will be in the 1970 budget, with installation indefinite at this time due to equipment delivery. When accomplished the installation will make the airport an "all weather" airport.



CALENDAR

May 9, 10 & 11, Kalispell — Montana Pilots Association's Annual Convention. Big Mountain Ski Resort will be the scene of the action.

May 11, Bigfork — Fly-In sponsored by the Jaycees. Dinner \$1.50 per plate — games and activities for children — stunt flying — skydiving — competitive activities.

May 18, Great Falls — March of Dimes Airlift sponsored by the Great Falls Hangar (Cloud Busters). Raindate — May 25th.

May 23, West Yellowstone — Western Airlines first flight of the season into Yellowstone Airport.

May 25-28, Denver, Colorado — The American Association of Airport Executives Annual Convention.

June 3, Helena — Joint meeting of Alberta Aviation Council, Canadian Department of Transportation, Cabinet Aviation Committee and the Montana Aeronautics Commission.

June 9-27, Billings — Eastern Montana College, Teachers Aerospace Workshop.

June 9-27, Havre — Northern Montana College, Teachers Aerospace Workshop.

June 12 & 13, Columbus, Ohio — The Ohio State University, Department of Aviation. General Aviation Management Short Course for Fixed Base Operators. Contact: Short Course Coordinator, Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.

June 14, Vergennes, Vermont — Basin Harbor Club — Summer Fly-In Convention of the National Pilots Association. John H. Shaffer, newly confirmed FAA Administrator, will give the keynote address.

June 16-July 3, Dillon — Western Montana College, Teachers Aerospace Workshop.

June 22, Plentywood — Fly-In breakfast sponsored by the Sherwood Pilots Association.

June 25, Helena — AOPA Pilot Safety Seminar.

July 4, 5 & 6, Coeur d'Alene, Idaho — Western Flight Roundup — Fly-In for Oregon, Washington, Utah and Montana Pilots.

SENIOR LOCAL PILOT PROGRAM

By Lauren D. Basham
Accident Prevention Specialist
GADO No. 9, Helena, Montana

On March 24, 1969 CE-GADO-9 Inspectors Larry Basham, Accident Prevention Specialist and Lee C. Mills, Supervising Inspector, kicked off the Senior Local Pilot counseling program by presenting the first certificate to Charles A. Lynch, Director of the Montana Aeronautics Commission.

On behalf of the GADO staff, Lee Mills extended appreciation to Mr. Lynch for the excellent cooperation that has been given to the FAA GADO's throughout the years by the Montana Aeronautics Commission and their excellent staff. "The Flight Instructor Refresher Courses, the Mechanic Maintenance Seminars and poster programs are examples of their progressive and imaginative leadership. We in the FAA consider ourselves fortunate to be associated with the Montana Aeronautics Commission and the aviation industry of this State."

As of April 18th the following Senior Local Pilots have been appointed: Appointments by GADO 9—**Helena**—Jeffrey B. Morrison and Raymond Austin of Morrison Flying Service, Inc.; **Great Falls**—Robert H. Lohof, Northwest Mooney and Jens P. Spring, Northern Aviation; **Missoula**—Jack Hughes, Johnson Flying Service and Craig C. Cook, Executive Aviation; **Shelby**—Donald Coons, Shelby Flying Service. Appointments by GADO 1—**Billings**—Gary G. Wotermann, Combs Airways; Frank G. Hoffmann, Sky Harbor Enterprises; James H. Rothrock, Gillis Aviation; and Robert A. Palmersheim, Lynch Flying Service.

In announcing the Senior Local Pilot Program Inspector Basham expressed the hope that the program would give recognition to these pilots already counseling the industry on a voluntary basis and provide greater participation and interest by out-of-state pilots when they come to Montana.

Montana is unique in that its geographical area contains both mountains and plains. Many of the transient pilots who fly into Montana fail to take into consideration the considerable distance between the various



(Center) Director Lynch holds his Senior Local Pilot Certificate presented to him by Inspector Mills. (Lt.) Inspector Basham is shown holding the program's manual.

weather reporting stations and the mean sea level altitude of those stations. They are quite often unprepared for the high density altitude situation they may encounter as well as the uncertain surface wind conditions often involving a critical cross wind component. While the general qualifications for an airplane pilot certificate require of the applicant a certain combination of experience, knowledge and skill, it is not unusual for a pilot to find himself in environmental conditions within our mountainous country which requires more experience, knowledge and skill than he may possess.

We do not necessarily believe that Safety of Flight in Montana requires more knowledge or skill capabilities than in any other part of the country. We do believe, however, that certain attributes of the back country pilot are more desirable here and even more necessary here than elsewhere.

We wish to emphasize that the specific intent of the "Senior Local Pilot" program is to provide a professional counseling service to those pilots who may be unfamiliar with certain procedures appropriate to "Safety of Flight" in mountainous and other specific areas in the State of Montana and bordering states and who wish to avail themselves of the knowledge and experience of these local pilots. We wish to emphasize also that this is a voluntary program and the information given is only advisory in nature.

The capabilities of this group of "Senior Local Pilots" cover a varied field. Most of them are Federal Aviation Administration pilot examiners. Some of them have been flying the back country of Montana for nearly forty years. All of them are uniquely qualified to participate in this program and lend to its success.

We plan to place distinctive signs in all Montana Flight Service Stations and other aviation oriented facilities, identifying the "SLP" program. We plan to place distinctive signs in various flight operations identifying the counseling pilots. We have developed a manual of reference material designed to assist the "SLP" in his counseling efforts by providing the most appropriate charts, graphs and related material for quick reference. This manual will be revised and updated from time to time as the need arises.

We sincerely hope that all pilots, both local and transient, who might benefit from such a counseling service, will avail themselves of the knowledge and experience of "Montana's Senior Local Pilots" and fly with Safety.

MOUNTAIN MADNESS

The theme of the MPA 1969 Convention at Big Mountain Resort, "Mountain Madness" will be carried out Friday night at the Mountaineer's Ball.

REMEMBER: Transportation will be provided from Kalispell City Airport and Glacier Park International to the resort for all flying-in.

CONGRATULATIONS FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Kukowski, Gerald P.—Billings
Johnston, Thomas A.—Billings
Cochrane, James W.—Hamilton
Sterrett, Larry D.—Havre
Nelson, Aric A.—Anaconda
Cassidy, John A.—Great Falls

PRIVATE

Petrick, Philip O.—Sidney
Lemm, Richard W.—Spearfish, S.D.
Gallinger, Arthur C.—Lewistown
Larson, Jerry L.—Shelby
Parlato, Robert S.—Billings
Darkenwald, Daniel A.—Billings
Beeghly, James I.—Billings
Goulding, Sherman E.—Billings
Dollarhide, LaVerne F.—Livingston
Maze, John E.—Billings
Kehler, Richard L., Jr.—St. Xavier
Pederson, Phillip O.—Glasgow
Wood, Charles A.—Plentywood
Howe, Dean S.—Great Falls
Hartwig, Carl J.—Dillon
Hadley, Oscar L.—Kalispell
Barber, Richard L.—Denton
Rude, Victor E.—Lethbridge, Alta.
Gehring, Cliff D., Jr.—Lincoln
Olson, Michael K.—Great Falls
Pahl, Gary L.—Timber Lake, S.D.
Reichman, Roger R.—Ennis
Tingey, Robert E.—Bozeman
Kellogg, Joseph L.—Missoula
Sickels, Howard D.—Missoula
Nichols, Ronald D.—Missoula
Peterman, Dean K.—Missoula
Newberg, Ross C.—Missoula
Whitson, Clark B.—E. Helena
Stewart, Charles M.—Fort Benton
Tiensvold, Melvin O.—Helena
Walz, Bernard—Calgary, Alberta
Carlson, Marlyn G.—Chinook
Ellinghouse, Derek L.—Missoula
King, Alan L.—Bozeman
Alexander, Barton D.—Missoula
Cormier, Gerald V.—Billings
Schultz, Allen M.—Libby
Colby, Clayton L.—Kalispell
Moranz, Arno P.—Ft. Mcleod, Alta.
Mannle, Edward, Moosomin, Sask.

COMMERCIAL

Lipp, William A.—Billings
Lohrenz, Leslie—Billings
Schaak, Adolph D.—Billings
Youderian, Frederick B.—Lewistown
Bach, Dale F.—Lewistown
Heppner, James R.—Lewistown
Shawhan, Donald M.—Billings

Young, Ronald F., Jr.—Billings
Johnson, Lloyd O.—Regina, Sask.
Davis, James R.—Billings
Billmayer, Gene C.—Harlem
Ojala, Arlen E.—Missoula
Stephens, David L.—Dutton
Ashton, Elmer H., Jr.—Tampa, Fla.
McClintick, Bette L.—Kalispell
Kenny, Frank E.—Chester
Dotson, Charles G.—Vaughn

ATR

Udelhoven, Larry C.—Winifred

INSTRUMENT

Maclean, Richard H.—Sheridan, Wyo.
Doyle, Patrick D.—Turner
Cormier, Gary J.—Billings
Flom, Harold J.—Dickinson, N.D.
Biehl, Floyd L.—Lewistown
Lipp, William A.—Billings
Chalmers, Leslie E.—Choteau
Reiste, William C.—Great Falls
Dotson, Charles G.—Vaughn
Olson, Lance A.—Great Falls
Smuin, Douglas K.—Missoula
LaVeau, Phillip J.—Helena
Hamer, R. Blair—Helena
Hayes, R. Tim—Missoula
Alex, John J.—Great Falls

MULTI ENGINE

Doyle, Patrick D.—Turner
Lipp, William A.—Billings
Torgerson, Maxwell O., Jr.—
Frannie, Wyo.
Brutosky, Boyce A.—Sun River
Dotson, Charles G.—Vaughn
McKay, David J.—Great Falls
Ashton, Elmer H., Jr.—Tampa, Fla.
Nichols, Ralph—Wisdom

FLIGHT INSTRUCTOR

Pearcy, Merril E., Jr.—Miles City
Lipp, William A.—Billings
Hilling, Stanley C.—Billings
Hayden, Robert P.—Williston, N.D.
Wehr, Roger W.—Kalispell
Kohler, Anton, Jr.—Missoula

FLIGHT INSTRUCTOR

INSTRUMENT

Doyle, Patrick D.—Turner
Lipp, William A.—Billings
Sinner, Richard A.—Helena

ADVANCED GROUND INSTRUCTOR

Case, Gaylord J.—Billings
Frazee, Ronald L.—Billings
Hungerford, Donald W.—Billings
Johnson, George M.—Helena
Billmayer, Gene C.—Harlem

INSTRUMENT GROUND INSTRUCTOR

Case, Gaylord J.—Billings

Lipp, William A.—Billings
Cook, Craig C.—Hamilton

ROTORCRAFT

Allen, James E. (Comm.)—Gt. Falls
Bonnell, Raymond H. (Comm.)—
Seeley Lake
Koch, Gerald A. (Private)—
Missoula

AIRFRAME MECHANIC

Petersen, Gary L.—Helena
Shalberg, Stephen O.—Missoula
Retterer, Dean A.—Cortland, Ohio

POWERPLANT MECHANIC

Williamson, Ralph C., Jr.—Helena
Taylor, Donovan P.—Livingston
Tilton, Raymond L.—Helena
Neumiller, Leonard A.—Fallon

PARACHUTE RIGGER

Mock, Robert C. (Senior)—Missoula
Jensen, Nels H. (Master)—Missoula

NORTHERN PLAINS AIR TRANSPORTATION COUNCIL

Six cities in the eastern Montana area were represented at the charter meeting of the Northern Plains Air Transportation Council in Wolf Point on March 26. Cities represented were Miles City, Glendive, Sidney, Wolf Point, Havre and Glasgow.

Lyman Clayton of Wolf Point was elected Chairman of the group, but in the absence of Mr. Clayton, Curt Meeds of Glendive conducted the balance of the meeting. A general discussion was had as to the aims of those present, and the newly formed organization went on record of supporting continued service of Frontier Airlines in northern and eastern Montana with the ultimate goal of improving the present schedules. It was also suggested that the Council initiate action to get an extension of the Frontier service into the Capital City of Helena.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	May	June
Culbertson		4
Glasgow	7	
Glendive	22	
Great Falls	8	5
Lewistown		18
Miles City		19
Missoula	22	19
Sidney	21	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

FAA & NASAO PREPARE GUIDE FOR AIRPORT SYSTEM PLANS

A new publication that establishes guidelines for preparing a state airport system plan has been published by the Federal Aviation Administration and the National Association of State Aviation Officials.

Entitled "Planning the State Airport System," the guide was prepared by a joint committee of FAA and NASAO, which undertook the project in November of 1967.

The 15-chapter guide—the first of its kind ever published—offers step-by-step instructions for preparing a state airport system plan. The planning process is broken down into four general phases: (1) Establishing objectives and criteria, (2) Data collection, including an inventory of existing aeronautical facilities and a review of socio-economic factors affecting aeronautical activity, (3) Forecasting aeronautical activity and system requirements, and (4) Development of a system plan, including a preliminary plan for coordination with all interested local, state and Federal agencies.

Charles A. Lynch, MAC Director was one of the NASAO members who served on the committee that prepared the report guide.

A limited number of copies of the publication, "Planning the State Airport System," are available from the Department of Transportation, Distribution Unit, TAD-484.3, Washington, D.C. 20590. Requests should be accompanied by a self-addressed mailing label.

STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
69/18
58/19
18/6/7

Presumed
Fatalities

	Accident Total	Fatalities	Presumed Fatalities	
1964 Total	61	37		
1965 Total	65	22		
1966 Total	78	18		
1967 Total	69	18		
1968 Total	56	19		
1969 To-Date	18	8		7



Jim Monger briefing the Scouts prior to commencing their airport cleanup project.

(Continued from Page 1)

Between 9:00 a.m. and 12 noon a total of seven trips transported the scouts back to Helena.

The entire project was considered highly successful — the airstrip is cleared of rocks and litter — the scouts were assisted in their merit badge qualifications and, for the majority, received their first airplane ride.

(Following is a letter received from Scoutmaster Crabbe on the Canyon Ferry project:)

Mr. Charles Lynch, Director
Montana Aeronautics Commission
P.O. Box 1898
Helena, Montana 59601

Dear Mr. Lynch:

On behalf of Troop 103, B.S.A., I would like to extend my appreciation for the opportunity of working in cooperation with the Montana Aeronautics Commission in the highly successful Scout "Fly-Out" . . .

The flights, a total of seven, progressed smoothly without incident. All of the Scouts were able to participate in what might be termed an awe-inspiring experience.

I would like to thank you personally for the continued support given this "pilot" project. From my personal viewpoint, I might add that the success of the program is worthy of consideration in other areas of the state. If you continue to support other area projects as you did the one in which we were involved, success is guaranteed.

A special thanks is hereby extended to Jim Monger. Through the efforts of Mr. Monger all of the activities of the weekend were coordinated and brought to a conclusion with a great deal of finesse. Under Mr. Monger's direction the Scouts worked diligently to complete their task of cleaning the airstrip. Mr. Monger also coordinated all flights from the airstrip to Helena which was, of course, the highlight of the entire weekend for the Scouts. Again, please extend my thanks to Mr. Monger for the many hours he spent planning and coordinating all of the activities of this past weekend.

To Mr. Jack Wilson and Mr. Duane Jackson, please extend our gratitude. These two gentlemen operated their aircraft with a great deal of poise and skill under adverse weather conditions and in the face of nervously excited Boy Scouts. Mr. Wilson and Mr. Jackson did an outstanding job in awarding the Scouts for their small work project of clearing the airstrip. Several of the Scouts, in their excitement, forgot to

thank the two pilots for the trip back to Helena and have asked that I express their thanks. Therefore, from the Scouts, please extend a personal "thank you" to the pilots.

Scouts enjoy having their pictures taken, and we can thank Mr. Burrows for being on hand with several cameras during all of the airport activities. It was a real pleasure to have him assist in the airport activities. I would also like to extend my thanks to Mr. Burrows for offering to assist in transporting our equipment back to Helena.

Again, an overall "thank you" to you and your staff for a very enjoyable work project.

Sincerely yours,
Don A. Crabbe, Scoutmaster
Troop 103

K. HALL APPOINTED FAA PILOT EXAMINER

Kemper W. Hall, manager and chief pilot for Northern Aviation, Inc. of Great Falls, was recently appointed a FAA Pilot Examiner by General Aviation District Office No. 9 in Helena.

Kemp was born in Wisconsin, graduated from high school in Missoula, Montana and served with the Montana Air National Guard from 1962 to 1968.

Kemp has been employed by Northern Aviation for the past three years. He attended Montana Aeronautics Commission's Flight Instructor Refresher Course in 1968. He holds a Commercial license, single and multi-engine with the following ratings: Instrument, Flight Instructor, Flight Instructor Instrument, Advanced Ground Instructor, Instrument Ground Instructor and holds the Flight Instructor's Gold Seal.

Kemp, wife Bonnie and daughter Kristine reside at 509 24th Avenue N.E. in Great Falls.

PILOT EXAMINERS ATTEND ANNUAL MEETING

The FAA General Aviation District Office 9, Helena, conducted its annual FAA Designated Pilot Examiner meeting on March 31, 1969. The meeting was held at the Helena Vocational Training School facility located on the Helena Airport. Pilot flight testing requirements and the pilot examiner's role in the FAA Aviation Safety Program were presented by Arthur Kurth, Principal GA Operations Inspector and Lauren D. Basham, Accident Prevention Specialist.

All GADO-9's appointed examiners were present except Jack Hughes, Johnson Flying Service, Missoula, who was unable to be present.

Jack Wilson, Chief of Safety and Education, Montana Aeronautics Commission attended the meeting as a guest participant.



Pilot examiners attending the meeting were (lt. to rt. front row) Mike Strand, Strand Aviation, Kalispell; Robert Lohof, Northwest Mooney, Great Falls; Craig Cook, Hamilton Aviation, Hamilton; Jack Wilson, Montana Aeronautics Commission and Inspector Lauren Basham GADO No. 9. (Standing) Walt Hensley, Hensley Flying Service, Havre; Dave Stradley, Gallatin Flying Service, Belgrade; Jeff Morrison, Morrison Flying Service, Helena; Kemp Hall, Northern Aviation, Great Falls; Al Newby, Flight Line Inc., Belgrade; Inspector Charles Lane and Inspector Art Kurth, GADO No. 9.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—“To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.”

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